



placesforbikes



METHODOLOGY

Updated March 20, 2018

Overall City Rating

The PlacesForBikes City Rating Score is based on five factors: Ridership, Safety, Network, Acceleration, and Reach. Scores for each factor are represented on a one to five-point scale based on information from six data sources:

- U.S. Census American Community Survey (ACS)
- Fatality Analysis Reporting System (FARS)
- PlacesForBikes Bike Network Analysis (BNA)
- PlacesForBikes City Snapshot
- PlacesForBikes Community Survey
- Sports Marketing Surveys Bicycle Participation

Each factor (except Reach) is comprised of two components. The first component measures the current state of bicycling. The second component measures perceptions of bicycling. The two components are combined with 80% of the weight on the current state of bicycling and 20% of the weight on perceptions of bicycling to produce a final factor score.

Cities missing one or more of these data sources may receive a lower score or no score on a factor. While on-the-ground bike infrastructure and accessibility improvements are integral to raising a city's rating in the long-term, cities can improve their ratings quickly by providing more and better data in three key areas:

- Complete and promote the PlacesForBikes Community Survey in your city
- Encourage city staff to complete the PlacesForBikes City Snapshot
- Update the OpenStreetMap data for your city

Ridership, Safety, Network, Acceleration, and Reach

The five factors, Ridership, Safety, Network, Acceleration and Reach, are each scored on five-point scales and weighted equally (20% each) to produce the final city rating. Cities that provided all six data sources are awarded half a bonus point.

The **Ridership** score measures how many people in the community ride bikes. It is based on ACS bike-to-work mode share, Sports Marketing Surveys recreational bicycle participation statistics, and the PlacesForBikes Community Survey self-reported ridership. Points are assigned based on a weighted average of the scores from each data source as follows:

- ACS bike-to-work mode share: 40%
- Sports Marketing Surveys recreational bike riding statistics: 40%
- Self-reported ridership from the PlacesForBikes Community Survey: 20%

The **Safety** score measures how safe it is to ride bikes in the community. It is based on FARS fatality rates for all modes and bicycling, injury rates for all modes and bicycling from the PlacesForBikes City Snapshot, and perceptions of safety from the PlacesForBikes Community Survey.

First, injury and fatality points are calculated for all modes and separately for bicycles by taking an average of the fatality points calculated from the FARS and the injury points calculated from the PlacesForBikes City Snapshot. Points are assigned based on a weighted average of the scores from each data source as follows:

- PlacesForBikes City Snapshot all mode injury and FARS fatality rate: 40%
- PlacesForBikes City Snapshot bicyclist injury and FARS fatality rate: 40%
- Perceptions of safety from the PlacesForBikes Community Survey: 20%

The **Network** score reflects the quality of the bike network. It is based on scores from the PeopleForBikes BNA and perceptions of the local bike network from the PlacesForBikes Community Survey. Points are assigned based on a weighted average of the scores from each data source as follows:

- BNA: 80%
- Perceptions of the network from the PlacesForBikes Community Survey: 20%

The **Acceleration** score reflects the degree to which communities are doing all the right things to accelerate the growth of bike riding in the next three years. This score is based on evidence of ongoing growth in bike infrastructure and outreach from the PlacesForBikes City Snapshot and perceptions of city support for biking from the PlacesForBikes Community Survey. Points are assigned based on a weighted average of the scores from each data source as follows:

- PlacesForBikes City Snapshot evidence of growth: 80%
- Perceptions of city support for biking from the PlacesForBikes Community Survey: 20%

The **Reach** score reflects how consistently the bike network serves all members of the community. It is based on the BNA as well as ACS demographic and bike-to-work mode share data.

Using demographic data from the ACS at the census block group level, we identified geographic concentrations of historically underserved communities, parts of the city meriting special attention to indicators of inequality and disinvestment. To qualify, a block group must meet at least two of the following three criteria:

- The percentage of the population under 18 or over 75 years old is 10%+ higher than the city average
- The percentage of the non-White population is 10%+ higher than the city average
- The block group qualifies as economically disadvantaged, meaning it meets at least two of the following criteria:
 - The percentage of the labor force that is unemployed is 10%+ higher than the city average
 - The percentage of the population receiving social security is 10%+ higher than the city average
 - The percentage of the population receiving public assistance is 3%+ higher than the city average
 - The gap between the city average median income and the median income of the block group is 15% or greater

Points are assigned based on the gap between the average BNA scores for block groups in which the population meets the above criteria and the citywide BNA score. A positive gap indicates that the citywide BNA is higher than the average BNA scores for communities with historic disinvestment. A negative gap indicates that the citywide BNA is lower than the average BNA scores for communities with historic disinvestment. A gap of zero indicates that average BNA scores are equivalent citywide and among communities with historic disinvestment.

Because the size of the gap between the city-wide BNA score and scores for communities with historic disinvestment is limited by the city-wide BNA score (e.g., a city with high average BNA score can have a much larger gap than a city with a low average BNA score), targets are set based on the average BNA score for the whole city. Additionally, because cities must over-invest to address historic disinvestment, targets are set to favor communities that have historically experienced disinvestment:

- Target for cities with BNA scores > 26.6: -25
- Target for cities with BNA scores <= 26.6 and > 19.8: -20
- Target for cities with BNA scores <= 19.8: -15

The distance between the BNA gap and the target gap was computed for each city and scores were assigned based on the normalized distribution of those distances within each of the BNA tiers described above.

Points are only assigned for cities that have at least 5% and a minimum of three block groups meeting the criteria for indicators of inequality and disinvestment.

We also computed a gender gap score based on the difference between ACS bike-to-work mode share for men and women (excluding walking, transit, and work from home). A positive gap score indicates that bike-to-work mode share is higher for men than women. A negative gap score indicates that the bike-to-work mode share is lower for men than women. A gap score of zero indicates that bike-to-work mode share is equivalent among men and women.

Because the size of the gap between bike-to-work mode share for men and women is limited by the bike-to-work mode share value at the city level (e.g., a city with high bike-to-work mode share can have a much larger gap than a city with a low bike-to-work mode share), targets are set based on bike-to-work mode share at the city level. Additionally, because ridership rates among women are an indicator of the quality of bike riding in a community, targets are set to encourage cities to work toward a higher level of bike-to-work mode share for women than men:

- Target for cities with bike-to-work mode share > 0 and $\leq .005$: $-.020$
- Target for cities with bike-to-work mode share $> .5$ and $\leq .012$: $-.050$
- Target for cities with bike-to-work mode share $> .012$: $-.60$

The distance between the bike-to-work mode share gender gap and the target gap was computed for each city and scores were assigned based on the normalized distribution of those distances within each of the bike-to-work mode share tiers described above. Points are only assigned for cities that have bike-to-work mode share values greater than 0.

In cities that have BNA scores but an insufficient number of communities with indicators of historic disinvestment, the Reach score is based only on the ACS bike-to-work mode share. Otherwise, points are assigned based on a weighted average of the scores from each data source as follows:

- BNA gap: 75%
- ACS bike-to-work mode share gender gap: 25%

Individual Data Sources

American Community Survey (ACS): Bike-to-Work Mode Share

The U.S. Census Bureau's American Community Survey (ACS) includes data for a wide variety of demographic variables. The PlacesForBikes City Rating System uses a number of these variables including, but not limited to, total population, age, ethnicity and race, economic status, and journey-to-work mode share based on the most current five-year

averages available. Use of these data sources for simple comparative analysis is described above, however some input measures, like Bike-to-Work Mode Share, are derived and thus require more in-depth description.

The ACS includes data on the primary mode of transportation to and from work among workers ages 16 and over. The U.S. Census Bureau annually releases estimates of the number of workers that travel to and from work by car/truck/van, public transportation, motorcycle, bicycle, walking, or other means. They also estimate the number of workers that work from home.

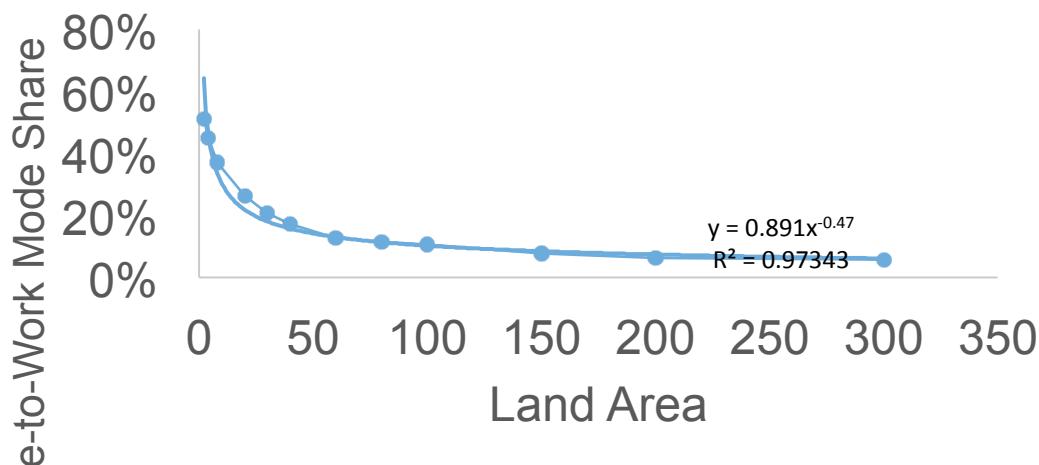
Traditional approaches to analyzing these estimates penalize cities that have high rates of public transit, walking, and working from home because when those measures are high, bike-to-work mode share is, by definition, lower. At the city level, the additional challenge is that it is difficult for cities with large land areas to achieve the bike-to-work mode share that is possible for cities with small land areas because jurisdiction boundaries often arbitrarily include or cut off outlying areas with a low bike-to-work mode share. Additionally, some jurisdiction boundaries have been geographically fixed for decades while other communities are actively annexing these low mode share areas. To address these challenges, we adopted a novel approach to estimating bicycle use based on a method designed by Nathan Wilkes at the City of Austin.

For the Ridership score, we use city level bike-to-work mode share in the process outlined below. We also calculate mode share for men and women separately for use in the Reach score as noted above. First, when computing bike-to-work mode share, we calculate the percentage of workers within a city that bike to work excluding those that use public transit, walk, or work from home.

The second step is to estimate a curve that models the decrement in the highest performing bike-to-work mode share (excluding public transit, walk, or work from home) at specific slices of land area across cities (in square miles, 2, 4, 8, 20, 30, 40, 60, 80, 100, 150, 200, 300). From this curve, we estimate a benchmark mode share at each slice of land area. Below is the resulting benchmark curve.

For each city, we calculate the normalized bike-to-work score based on the benchmark bike-to-work mode share for the corresponding land area of the city. Points are assigned to the normalized bike-to-work mode share estimates.

Benchmark Curve vs Trend Power Curve



Fatality Analysis Reporting System (FARS)

Each year the National Highway Traffic Safety Administration releases the number of fatalities in motor vehicles traffic crashes across the United States. We calculate the average number of annual fatalities across the most recent five-year period for all modes combined and for bicyclists separately. Using the average number of annual fatalities across all modes, we calculate a fatality rate per 10,000 people in the city and assign points as follows¹:

- Fatality rate = 0, five points
- Fatality rate > 0 and <= .5, four points
- Fatality rate > .5 and <= 1.00, three points
- Fatality rate > 1.00 and <= 2.15, two points
- Fatality rate > 2.15 and <=5.75, one point
- Fatality rate > 5.75, zero points

Similarly, using the average number of annual bike fatalities, we calculate the bike fatality rate per 10,000 bike commuters (based on bike-to-work estimates from the ACS²). We assign points as follows:

¹Cities with a population value of greater than 0 were included based on 2012-2016 ACS 5-year estimates

²Bike-to-work mode share was calculated based on the number of workers that bike divided by the total number of workers excluding those who walk, take public transit, or work from home. Cities with at least one bike commuter were included.

- Bike fatality rate = 0, five points
- Bike fatality rate > 0 and <= 8.75, four points
- Bike fatality rate > 8.75 and <= 21.5, three points
- Bike fatality rate > 21.5 and <= 45.0, two points
- Bike fatality rate > 45.0 and <= 110.00, one point
- Bike fatality rate > 110.00, zero points

PlacesForBikes City Snapshot

In the winter of 2017, PeopleForBikes fielded the City Snapshot Survey. The City Snapshot was distributed to city staff poised to answer questions about bike projects built, in progress, and planned for the future (see Appendix B).

In Q1, city staff reported the number of centerline miles of the following that were complete in 2016, complete in 2017, and planned for completion by the end of 2018: protected bike lanes, buffered bike lanes, marked bike boulevards, streets with traffic calming features, off-street paved trails or paths, off-street natural surface trails or paths, and shared lane markings (note conventional bike lanes and shared lane marking were not included in these calculations). Within each time period, a weighted sum is calculated:

- 18%: Protected bike lanes
- 10%: Buffered bike lanes
- 18%: Marked bike boulevards
- 18%: Streets with traffic calming features and speed limits of 20 MPH or less
- 18%: Off-street paved trails or paths within city/town limits
- 18%: Off-street natural surface trails or paths within city/town limits

The average percent change from 2016 to 2017 and from 2017 to 2018 is calculated and points are assigned as follows:

- 0% increase or decrease = zero points
- Increase > 0 and < 4.5% = one point
- Increase >= 4.5% and < 5.5% = two points
- Increase >= 5.5% and < 8.5% = three points
- Increase >= 8.5% and < 19.5% = four points
- Increase >= 19.5% = five points

Q3 (bike share bikes) measured the number of bikes in the bike share fleet at the end of 2016, at the end of 2017, planned by the end of 2018, and planned by the end of 2020. The average percent change from 2016 to 2017, from 2017 to 2018, and from 2018 to 2020 is calculated. Points are assigned as follows:

- 0% increase or decrease = zero points

- Increase $> 0\%$ and $< 8.5\%$ = one point
- Increase $\geq 8.5\%$ and $< 25.5\%$ = two points
- Increase $\geq 25.5\%$ and $< 55.5\%$ = three points
- Increase $\geq 55.5\%$ and $< 125.5\%$ = four points
- Increase $\geq 125.5\%$ = five points

Q3 (parking) measured the number of bike parking spaces at the end of 2016, at the end of 2017, planned by the end of 2018, and planned by the end of 2020. The average percent change from 2016 to 2017, from 2017 to 2018, and from 2018 to 2020 is calculated. Points are assigned as follows:

- 0% increase or decrease = zero points
- Increase $> 0\%$ and $< 3.5\%$ = one point
- Increase $\geq 3.5\%$ and $< 9.5\%$ = two points
- Increase $\geq 9.5\%$ and $< 18.5\%$ = three points
- Increase $\geq 18.5\%$ and $< 37.5\%$ = four points
- Increase $\geq 37.5\%$ = five points

Q4 measured the number of bike share rides in 2016 and 2017. The percentage growth is calculated and points are assigned as follows:

- 0% increase or decrease = zero points
- Increase $> 0\%$ and $< 12.5\%$ = one point
- Increase $\geq 12.5\%$ and $< 25.0\%$ = two points
- Increase $\geq 25.0\%$ and $< 139.5\%$ = three points
- Increase $\geq 139.5\%$ and $< 1599.5\%$ = four points
- Increase $\geq 1599.5\%$ = five points

Q6 measured the number of people who participated in the following events in 2016 and 2017: Bike-to-work day (or similar program), open streets events, kid's education programs in schools, kids biking clubs or organizations (outside school), charity rides, social rides, and other types of rides. The number of participants in all bike events is summed for 2016 and 2017. The percent growth from 2016 to 2017 is calculated and points are assigned as follows:

- 0% increase or decrease = zero points
- Increase $> 0\%$ and $< 2.5\%$ = one point
- Increase $\geq 2.5\%$ and $< 11.5\%$ = two points
- Increase $\geq 11.5\%$ and $< 38.5\%$ = three points
- Increase $\geq 38.5\%$ and $< 60.5\%$ = four points
- Increase $\geq 60.5\%$ = five points

The points assigned to Q1, Q3, Q4, and Q6 are summed to calculate an overall score using the following weights:

- Q1 (infrastructure improvement): 60%
- Q3 (bike share bikes): 10%
- Q3 (parking): 5%
- Q4 (bike share rides): 10%
- Q6 (# event participants): 15%

Half a bonus point is added for cities that have bike parks/pump tracks planned in 2018, 2019, or 2020 and another half a bonus point is added for cities that have grade separated crossings planned in 2018, 2019, or 2020.

The City Snapshot Survey also collected data on the number of Type A (incapacitating) injuries across modes and for bikes in 2015 and 2016. We compute the average number of injuries across the two time periods for all modes and bicyclists. Using the average number of annual injuries across all modes, we calculate the injury rate per 10,000 people in the city and assign points as follows:

- Injury rate = 0, five points
- Injury rate > 0 and <= 1.95, four points
- Injury rate > 1.95 and <= 3.07, three points
- Injury rate > 3.07 and <= 3.88, two points
- Injury rate > 3.88 and <= 7.10, one point
- Injury rate > 7.10, zero points

Using the average number of annual injuries for bike riders, we calculate the injury rate per 10,000 commuters (based on bike-to-work estimates from the ACS) in the city and assign points as follows:

- Bike injury rate = 0, five points
- Bike injury rate > 0 and <= 17.7, four points
- Bike injury rate > 17.7 and <= 29.0, three points
- Bike injury rate > 29.0 and <= 53.00, two points
- Bike injury rate > 53.00 and <= 100.00, one point
- Bike injury rate > 100.00, zero points

PlacesForBikes Community Survey

In the fall of 2017, PeopleForBikes fielded the PlacesForBikes Community Survey designed to measure perceptions of bike riding in cities among bike enthusiasts (see Appendix A). We used a snowball sampling approach and netted a total sample size of 39,076. The 213 cities that met the following sample size criteria received scores based on the PlacesForBikes Community Survey:

- Population size 200K or more: a minimum of 100 completed surveys
- Population size of 100K to less than 200K: a minimum of 75 completed surveys

- Population size of less than 100K: a minimum of 50 completed surveys

Among cities with a sufficient sample, we calculate a score for safety, network, acceleration, and ridership as follows.

Safety Score

The safety score is based on ratings from Q6a of the Community Survey in which respondents indicated their agreement with a series of safety-related attitudinal items on five-point scales anchored by 1 (strongly disagree) and 5 (strongly agree). The first two items are reverse scored so that higher numbers indicate positive outcomes. Points are assigned such that if all items are rated a 1, zero points are assigned. If all items are rated a 5, five points are assigned. Otherwise, the number of points reflects an average of ratings across the items with a maximum of four points.

Network Score

The network score is based on ratings from Q6b and Q8 of the Community Survey. For Q6b, respondents indicated their agreement with a series of network-related attitudinal items on five-point scales anchored by 1 (strongly disagree) and 5 (strongly agree). Points are assigned such that if all items are rated a 1, zero points are assigned. If all items are rated a 5, five points are assigned. Otherwise, the number of points reflects an average of ratings across the items with a maximum of four points.

For Q8, respondents indicated (using a multi-select format) whether their city/town has access to bike parks, pump tracks, mountain bike trails, and paved or unpaved off-street trails/paths that don't allow motor vehicles. The number of types of facilities is calculated so the number of points ranges from zero to five.

The points from Q6b are averaged with the points from Q8 to create final scores.

Acceleration Score

The acceleration score is based on ratings from Q6c and Q7 of the Community Survey. For Q6c, respondents indicated their agreement with a series of acceleration-related attitudinal items on five-point scales anchored by 1 (strongly disagree) and 5 (strongly agree). Points are assigned such that if all items are rated a 1, zero points are assigned. If all items are rated a 5, five points are assigned. Otherwise, the number of points reflects an average of ratings across the items with a maximum of four points.

For Q7, respondents indicated (using a multi-select format) which events take place in their city/town including bike-to-work days, open street events, kid's education in public schools, kid's bike clubs or organizations, and social/club rides. The number of events is calculated so the number of points ranges from zero to five.

The points from Q6c and Q7 are averaged to create final scores.

Ridership Score

The ridership score is based on Q10, Q11a, and Q11b of the Community Survey. In Q10, respondents indicate how frequently they ride bikes outside from 1 (never) to 5 (daily).

In Q11a, respondents who indicate (in a multi-select format) that they ride for transportation indicate the types of transportation they engage in including to and from work/school, to and from public transportation, escorting children to and from school, running errands or shopping, traveling to and from social, recreational, or leisure activities, and other types of transportation riding. The number of types of transportation riding are summed and scores range from 0 to 5 with five points assigned if the number of types of transportation trips is five or higher.

In Q11b, respondents who indicated that they ride for reasons other than transportation indicated how frequently they rode bikes on the following: Paved road where motor vehicles are allowed, unpaved road where motor vehicles are allowed, paved paths where motor vehicles are not allowed, unpaved paths where motor vehicles are not allowed, singletrack mountain bike trails, bike parks and/or pump tracks. Ratings were made on five-point scales anchored by 1 (never) and 5 (daily).

To ensure that road riding, mountain bike riding and casual riding are equally valued, three scores are created based on Q11b. For the road score, zero points are assigned if the respondent doesn't participate in recreational riding. Otherwise, the number of points is set to the scale selection for the item "paved roads where motor vehicles are allowed". For the casual bike score, zero is assigned if the respondent doesn't participate in recreational riding. Otherwise the number of points is set to the average of the scale selections across the following items: "unpaved road where motor vehicles are allowed," "paved road where motor vehicles are not allowed," "unpaved road where motor vehicles are not allowed." For the mountain bike score, zero points are assigned if the respondent doesn't participate in recreational riding. Otherwise, the number of points is set to the average of the scale selections for the following items: "singletrack mountain bike trails" and "bike parks/pump tracks." Finally, a riding score is calculated that averages transportation points, recreation points, and Q10.

PlacesForBikes Bike Network Analysis (BNA)

The Bike Network Analysis was developed in partnership with Toole Design Group to measure how well people can get to the places they want to go on a comfortable, connected bike network. The goal is to lower the barrier to basic network analysis and encourage cities of all sizes to build connected, comfortable bike networks.

The BNA uses a modified Level of Traffic Stress approach, intended to correspond with the comfort level of a typical adult with an interest in riding a bike but who is concerned about interactions with vehicular traffic. It evaluates road segments and intersections for

stress level and calculates how well people can reach key destinations on an entirely low-stress bike route. Key destinations include transit, retail, recreation (e.g., parks, bike trails), opportunity (e.g., jobs, schools), and core services (e.g., health care, grocery stores). It relies on data from two sources: The U.S. Census and OpenStreetMap. For more information about the Bike Network Analysis, click [here](#).

Scores for the BNA range from zero to 100 where 100 represents perfect connectivity (like the road network). Points are assigned as follows:

- BNA score less than 20 = one point
- BNA score 20 to less than 40 = two points
- BNA score 40 to less than 60 = three points
- BNA score 60 to less than 80 = four points
- BNA score 80 or higher = five points

Sports Marketing Surveys Bicycle Participation

Sports Marketing Surveys conducts a survey of sports participation for the Physical Activity Council. They track participation in 119 sports, fitness, and leisure activities including bicycling on a paved road, mountain biking, and BMX. Data are collected from approximately 40,000 individuals and households annually through an online survey of a representative sample of Americans ages six and older. Respondents report the number of days they participate in each activity to produce estimates of the percentage of Americans ages six and older that ride bikes. Sports Marketing Surveys uses a proprietary modelling technique to leverage regional profiles to project ridership at the city level. To compute Ridership points for the City Ratings, bicycle participation rates are normalized against a target goal of 30% ridership.

Click [here](#) for more information about the Sports Marketing Surveys participation study.

Appendix A: Community Survey Document

Q1. Would you like to provide your thoughts about bicycling in your city/town as a...
Select one.

[Randomize rows except none of the above]

⋮	Resident
⋮	Bike business (owner or employee)
⋮	Bike retailer (owner or employee)
⋮	City/town employee
⋮	Elected official or city leader
⋮	Community leader
⋮	Advocate involved in bicycling
⋮	Other (please specify)

Q3. In which state is your city/town located?

[Include “Outside the U.S.” at the bottom of the list and terminate if selected]

Q3a. What is the name of your city/town?

(Type in the first few letters of your city/town to find the right one quickly

If your city isn’t listed, select “My city/town isn’t listed”)

[Drop down menu; Include “My city/town isn’t listed” at the bottom of the list]

Q2/Q4. Please list the name of your city/town in the space below.

List only one city, do not include the state, don’t use abbreviations (e.g., write in Saint instead of St.)

[Show two required spaces with labels for city and zip code; Show if “My city/town isn’t listed” is selected in Q3a]

Shop. What is the name of your company or shop?

[Show if bike business or retailer]

Organization. What is the name of your organization?

[Show if advocate or community leader]

Position. What is your position?

[Show if advocate, community leader, bike business, retailer, city/town employee, elected official]

Age. Please list your age.

Enter a number between 1 and 100.

[Range: 1-100; terminate if 17 or younger]

Perceptions

Q5. Overall, how is bicycling in your city/town?

Select one.

⋮	1 – Extremely poor
⋮	2 – Somewhat poor
⋮	3 – Average
⋮	4 – Somewhat good
⋮	5 – Extremely good
⋮	I don't know

Q6a.

Select one in each row.

[Randomize rows]

	1 Strongly disagree	2 Disagree	3 Neither agree nor disagree	4 Agree	5 Strongly agree
I worry about being hit by a motor vehicle when bicycling	⋮	⋮	⋮	⋮	⋮
I worry about my personal safety when bicycling (e.g., harassment, assault, etc.)	⋮	⋮	⋮	⋮	⋮
Bicycling is safe for all people in this city/town (including kids, seniors, etc.)	⋮	⋮	⋮	⋮	⋮

Q6b. Please indicate how much you agree with the following statements about your city/town.

Select one in each row.

[Randomize rows]

	1 Strongly disagree	2 Disagree	3 Neither agree nor disagree	4 Agree	5 Strongly agree

It is possible to get to places quickly and conveniently by bicycle	⋮	⋮	⋮	⋮	⋮
It is easy to combine bicycling and public transit	⋮	⋮	⋮	⋮	⋮
There are convenient and secure places to park bikes	⋮	⋮	⋮	⋮	⋮

Q6c. Please indicate how much you agree with the following statements about your city/town.

Select one in each row.

[Randomize rows]

	1 Strongly disagree	2 Disagree	3 Neither agree nor disagree	4 Agree	5 Strongly agree
The city/town leadership supports bicycling	⋮	⋮	⋮	⋮	⋮
Within the last 12 months, it feels like the city has built more bike lanes, paths, and/or trails	⋮	⋮	⋮	⋮	⋮
Bike riding has gotten better in the last three years	⋮	⋮	⋮	⋮	⋮

Q7. Which of the following bike events take place in your city/town?

Select all that apply.

[Randomize rows except none of the above]

<input type="checkbox"/>	Bike-to-work days
<input type="checkbox"/>	Open streets events
<input type="checkbox"/>	Kids' education in public schools
<input type="checkbox"/>	Kids' bike clubs or organizations
<input type="checkbox"/>	Social/club rides
<input type="radio"/>	None of the above
<input type="radio"/>	I don't know

Q8. Which of the following are accessible in or near your city/town?

Select all that apply.

[Randomize rows except none of the above]

r	Bike park
r	Mountain bike trails
r	Paved off-street trails/paths that don't allow motor vehicles
r	Natural surface off-street trails/paths that don't allow motor vehicles
r	Pump track
!	None of the above

Q10. How often do you ride a bike outside?

Select one.

!	(almost) never
!	rarely
!	monthly
!	weekly
!	(almost) daily

Q11. For which of the following do you use your bicycle (outside)?

Select all that apply.

r	To get from one place to another (transportation)
r	For reasons other than transportation (e.g., fun, exercise, etc.)
!	Neither

Q11a. You indicated that you use your bike to get from one place to another. Which of the following types of transportation riding do you do?

Select all that apply.

[Show if Q11 is "to get from one place to another"; randomize rows except other]

r	Traveling to and from work or school
r	Traveling to and from public transportation
r	Escorting children to and from school or daycare
r	Running errands or shopping (personal business)
r	Traveling <i>to and from</i> social, recreation, or leisure activities (e.g., eating out, etc.)
r	Other type of transportation bicycling (please specify)

Q11b. You indicated that you ride for reasons other than transportation (e.g., fun, exercise, etc.).

For your non-transportation riding, how often do you ride in each of the following types of places?

Select one in each row.

[Show if Q11 is "for reasons other than transportation"]

	1 (almost) Never	2 Rarely	3 Monthly	4 Weekly	5 (almost) Daily
Paved road where motor vehicles are allowed	∴	∴	∴	∴	∴
Unpaved road where motor vehicles are allowed	∴	∴	∴	∴	∴
Paved paths where motor vehicles are not allowed	∴	∴	∴	∴	∴
Unpaved paths where motor vehicles are not allowed	∴	∴	∴	∴	∴
Singletrack mountain bike trails	∴	∴	∴	∴	∴
Bike parks and/or pump tracks	∴	∴	∴	∴	∴

Places to Ride

Now we would like to know more about the great places to ride in your city/town. If a question isn't applicable to your city/town or you don't want to answer, just leave the box blank. You may enter the same answer for multiple questions.

Q12a. Where is the best place to mountain bike in your city/town?

Q12b. Where is the best road ride? List the primary roads and name of ride if it has one.

Q12c. Where is the best place to take kids riding in your city/town?

Q12d. Where is the best place to take visitors or tourists to ride?

Q12e. If there is a bike park in your city/town, enter the name here.

Q12f. If your city/town has a central bike path, trail, lane, or corridor, please enter the name here.

Q12g. What is the best bike-related event in your city/town?

<input type="checkbox"/>	Bianchi
<input type="checkbox"/>	Cannondale
<input type="checkbox"/>	Cervelo
<input type="checkbox"/>	Diamondback
<input type="checkbox"/>	Felt
<input type="checkbox"/>	Fuji
<input type="checkbox"/>	Giant
<input type="checkbox"/>	GT Bicycles
<input type="checkbox"/>	Huffy
<input type="checkbox"/>	Jamis
<input type="checkbox"/>	Raleigh
<input type="checkbox"/>	Rocky Mountain
<input type="checkbox"/>	Santa Cruz
<input type="checkbox"/>	Scott
<input type="checkbox"/>	Specialized
<input type="checkbox"/>	Trek
<input type="checkbox"/>	Yeti
<input type="checkbox"/>	Other (please specify)
<input type="radio"/>	None of the above

Demographics

Q13. Which of the following bike brands do you sell?

Select all that apply.

[Show if retailer in Q4]

Q14. Anything else you would like to share with us?

[Do not require]

Gender. I identify as...

Select one.

<input type="radio"/>	Male
<input type="radio"/>	Female
<input type="radio"/>	Other
<input type="radio"/>	Prefer not to answer

Ethnic. Which of the following best describes your ethnic background?

Select all that apply.

<input type="checkbox"/>	White
<input type="checkbox"/>	Black or African American
<input type="checkbox"/>	Hispanic or Latino
<input type="checkbox"/>	Asian, Asian American, or Pacific Islander
<input type="checkbox"/>	American Indian or Alaska Native
<input type="checkbox"/>	Multiracial
<input type="checkbox"/>	Other
<input type="checkbox"/>	Prefer not to answer

Income. Which of the following best describes your total annual household income before taxes?

Select one.

<input type="radio"/>	Less than \$20,000
<input type="radio"/>	\$20,000 to less than \$40,000
<input type="radio"/>	\$40,000 to less than \$60,000
<input type="radio"/>	\$60,000 to less than \$100,000
<input type="radio"/>	\$100,000 to less than \$150,000
<input type="radio"/>	\$150,000 to less than \$200,000
<input type="radio"/>	\$200,000 to less than \$250,000
<input type="radio"/>	\$250,000 or more
<input type="radio"/>	Prefer not to answer

Appendix B: City Snapshot Survey Document

Centerline Miles

++Q1. For the first set of questions, please enter the *number of centerline miles* for each type of bike facility in your city/town during the specified time frames.

For definitions of each type of bike facility, hover your mouse over the ? or click here for a full list of definitions: [<<link to the PDF>>](#)

Note that these categories should sum to the total number of centerline miles for all bike facilities in the network reported in this form (categories are mutually exclusive). Please include all projects by all agencies including universities, state agencies, business districts, and private developers.

Enter a number between 0 and 100000 in each cell.

NOTE: Often times, regional MPO's or Park Department maintain databases of bike networks. Consider reaching out to an organization like this in your region if you're unsure how best to respond

	Total completed by the end of 2016	Number of new miles completed in 2017	Number of new miles planned for completion in 2018
Protected bike lanes			
Buffered bike lanes			
Conventional bike lanes			
Marked bike boulevards			
Streets with traffic calming features and speed limits of 20 MPH or less (not including anything listed above)			
Off-street paved trails or paths within city/town limits			
Off-street natural surface trails or paths within city/town limits			
Shared lane markings (not including anything listed above)			

Related Projects

++Q3. For the next set of questions, please enter the number of each during the following time frames. If your city/town doesn't have any of the following, enter 0.

Enter a number between 0 and 500000 in each cell.

	Total at the end of 2016	Number new completed in 2017	Number new planned for completion in 2018	Number new planned for completion in 2019-2020 (officially adopted)
Number of bikes in your bike share fleet (enter 0 if you don't have a bike share)				
Number of bike parking spaces publicly available for use				
Bike parks (have mountain bike trails, dirt jumps, a pump track, dual slalom, flow/gravity mountain bike trails, and/or slopestyle/freeride trails)				
Pump tracks				
Grade separated crossings of multi-use paths (e.g. overpasses/underpasses)				

Q4. How many bike share rides were taken on your bike share system in the following years?

NOTE: Consider reaching out to the bike share operator in your city/town if you're unsure how best to respond

Enter a number between 0 and 999999999 in each cell.

2016	
2017	

Bike Events

Q6. How many people participated in each type of bike event/program in your city/town during the specified time frames? Please provide your best estimate. We are looking for person-bike days so 50 people riding 3 times each is 150.

Enter a number between 0 and 1000000 in each cell.

NOTE: These events do not always have official city participation. Speak to local bike advocates about the best points of contact for these events in your community.

	# of people in 2016	# of people in 2017
Bike-to-work day (or similar program)		
Open streets events		
Kids education programs in schools		
Kids biking clubs or organizations (outside school)		
Charity rides		
Social rides		
Other types of rides		

Safety

Q11. Please enter the number of injuries in your city/town. In many cases, these numbers can be obtained from your state. If these numbers aren't available to you, leave the spaces blank.

Enter a number between 0 and 999999999 in each cell.

	2015	2016
All mode injuries – type A (incapacitating)		
Bicycle Injuries – type A (incapacitating)		
All mode injuries – all types		
Bicycle Injuries – all types		

Q14. Anything else you would like to share with us about bicycling in your city/town?

++Shapefile. Please upload a zip file containing the shape files that define your city

boundaries. Include the name of your city in the title of the zip file.

Q15. If you would like us to include anyone else at your city/town on updates, please provide names and email addresses in the spaces below.

Conclusion. Thank you once again for providing data for the PlacesForBikes City Rating program!

Once you submit your data, you will not be able to access the form again. If you have any questions or comments, you can reach us at placesforbikes@peopleforbikes.org.

Click on the “Next page” button to submit your data.

Appendix A: Definitions for Q1

Protected bike lanes: Also known as cycle tracks or separated bike lanes, are separated bicycle facilities that run alongside a roadway separated from automobile traffic by a physical barrier, such as parked cars, bollards, a landscaped buffer, or a curb. A separated bike lane is for bicycle use only and is distinct from a sidewalk or off-street trails.



Buffered bike lanes: Are designated by a white stripe, a bicycle symbol, and signage that alerts all road users that a portion of the roadway is for exclusive use by bicyclists. The presence of a striped, horizontal buffer (greater than or equal to 18 inches) provides additional operating space and lateral separation from moving and parked vehicles.



Conventional bike lanes: Are designated by a white stripe, a bicycle symbol, and signage that alerts all road users that a portion of the roadway is for exclusive use by bicyclists.



Marked bike boulevards: Also known as neighborhood greenways are streets with low motorized traffic volumes and speeds that have been designated and modified to function as a through street for bicyclists using signs, pavement markings, and traffic calming measures to discourage through travel for motor vehicles.



Streets with traffic calming features and speed limits of 20 mph or less: Streets with speed limits of 20 mph or less that use physical and visual cues to encourage motorists to drive more slowly. The design of these streets is self-enforcing; the design of the roadway results in slower motorist speeds and comfortable bicycle riding without relying on compliance with traffic control devices such as signals and signs.



Off-street paved trails or paths within city/town limits: Physically separated facilities that can be used by both pedestrians and bicyclists. These paved paths provide off-road connections that can be used for recreation and commuting and are often found along waterways, abandoned or active railroad and utility rights-of-way, limited access highways, or within parks and open space areas.



Off-street natural surface trails or paths within city/town limits: Physically separated facilities that can be used by both pedestrians and bicyclists. These natural surface paths provide off-road connections that are most commonly used for recreation including mountain bike trails. These paths are often found along waterways, abandoned or active railroad and utility rights-of-way, limited access highways, or within parks and open space areas.



Off-street paved trails or paths up to five miles outside city/town limits: Physically separated facilities that can be used by both pedestrians and bicyclists. These paved paths provide off-road connections that can be used for recreation and commuting and are often found along waterways, abandoned or active railroad and utility rights-of-way, limited access highways, or within parks and open space areas.



Off-street natural surface trails or paths up to five miles outside city/town limits: Physically separated facilities that can be used by both pedestrians and bicyclists. These natural surface paths provide off-road connections that are most commonly used for recreation including mountain bike trails. These paths are often found along waterways, abandoned or active railroad and utility rights-of-way, limited access highways, or within parks and open space areas.



Shared lane markings: Sharrow pavement markings used in road segments with no separation between car and bicycle space. There is no evidence that these type of markings improve safety or increase ridership. When used alone without other bikeway treatments they do not contribute to a low stress bicycle network.

